

The Hong Kong Daily Press.

No. 9326 - 第五十二百三十九第 日十月初十月三十日光

HONGKONG, THURSDAY, NOVEMBER 24TH, 1887.

四年期

第四十二月一十英港香

PRICE \$2 PER MONTH

SHIPPING.

INTIMATIONS.

BANKS.

AUCTIONS.

NOTICES TO CONSIGNEES.

INTIMATIONS.

NEW ADVERTISEMENTS.

ARRIVALS.

November 23, CRUSADER, British steamer, 627, Ogeon, Iloilo 16th November, Sugar.— JARDINE, MATTHESON & CO.

November 23, RYND, English corvette, Commander Avelan, Nagasaki 12th Nov.

November 23, RUSSIA, Russian steamer, 1813, A. Trunov, Vladivostock 9th November.— CAPTAIN.

November 23, FORMOSA, British steamer, 687, T. Hall, Tamsui 20th November, Amoy 21st, and Swatow 22nd, General—DOUGLAS LAFRAKE & CO.

November 23, KONG DENG, British steamer, 962, F. W. Phillips, Bangkok 11th Nov., General—YUEN FAT HONG.

November 23, AMOF, British steamer, 815, R. Kohler, Whampoa 23rd November, General—SIEMSEN & CO.

November 23, ENRIQUE, Spanish brig, 930, Fernandes, Lagunamano 2nd November, Timber.—LANE, CRAWFORD & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

23RD NOVEMBER.

Tsichou, British str., for Bangkok.

Bucca, Russian str., for Singapore.

Pia Quoc, French str., for Haiphong.

Frija, German str., for Yokohama.

Vorwerts, German str., for Hoikow.

Amoy, British str., for Shanghai.

DEPARTURES.

November 23, DAFFILA, British str., for Amoy.

November 23, KIANG PING, Chinese str., for Macao.

November 23, FREJN, Danish str., for Haiphong.

November 23, HAITAN, British str., for Coast Ports.

November 23, FAOGA, German str., for Yokohama.

November 23, VOBWARTS, German str., for Toulon.

PASSENGERS.

ARRIVED.

Per Crusader, str. from Illoilo—Capt. O'Neill, Messrs. Ferguson, O'Neill, Whittington, Milne, Hunter, and Coleman.

Per Hong Kong, str. from Bangkok—80 Chinese.

Per Formosa, str. from Tamsui, &c.—Mr. J. F. Dodd, and 15 Chinese.

REPORTS.

The British steamer Crusader, from Iloilo 18th November, reports had strong monsoon and heavy sea throughout the passage.

The British steamer Formosa, from Tamsui 20th November, Amoy 21st, and Swatow 22nd, reports from Tamsui to Amoy had fresh N.E. winds and fine, clear weather. From Amoy to Swatow had fresh N.E. winds and fine weather.

From Swatow to port moderate N.E. to N.W. winds and fine, clear weather. In Swatow str. Fidito, Kien-Lo, and Nianwan.

The British steamer Hong Kong, from Bangkok 11th November, reports experienced light variable winds and passing cloudy weather to Capt. James; from the time the wind northerly and gradually increasing in force to Capt. Fadran. On the morning of the 18th November experienced a series of gales, which at the 18th November, carried the steamer south till 18th, a.m., and hove to, wind N.W., very heavy squalls, and mountainous sea, wind hauling southward very slowly. On the 18th wind S.E., thick grey weather, high sea, wind gradually hauling round to N.W. with a high cross sea and moderating a little towards port.

AMOY SHIPPING.

November 23, DEPARTURES.

11. Hailan, British str., from Hongkong.

12. Anconia, British str., from Shanghai.

12. Nanci, British str., from Foochow.

12. Centaur, German bark, from Nuchwang.

12. Oscar Mooy, Gek bark, from Nuchwang.

12. Folken, British str., from Tamsui.

13. Patricorn, British str., from Tamsui.

14. Wingbow, British str., from Foochow.

14. D. D. King, British str., from Hongkong.

14. Zafiro, Bridal str., from Hongkong.

15. Amigo, German str., from Hongkong.

15. Thales, British str., from Hongkong.

15. Formosa, British str., from Hongkong.

15. Solidon, British bark, from Newchwang.

November 23, ARRIVALS.

11. Hailan, British str., for Foochow.

12. Nanci, British str., for Foochow.

12. Hainan, Chinese str., for Foochow.

14. Folken, British str., for Swatow.

14. Ninghow, British str., for Swatow.

14. Port Augusta, British str., for Singapore.

14. Never, German str., for Shanghai.

15. Ping Ching, R.C. cora, for Light-houses.

15. Don Juan, Spanish str., for Manila.

15. Zafiro, British str., for Manila.

SHANGHAI SHIPPING.

November 23, ARRIVALS.

10. Sin Nanjing, British str., from Tientsin.

10. Woosung, British str., from Amoy.

10. Hainan, Chinese steamer, from Tientsin.

10. Feling, British str., from Newchwang.

10. Lingding, British str., from Hongkong.

12. Kiang-nan, Chinese str., from Newchwang.

12. Hainan, British str., from Ningpo.

12. Hsueh-ching, Chinese str., from Newchwang.

13. Ing, German str., from Nagasaki.

13. Shanghai, British str., from Hankow.

13. Penang, British br., from Vancouver Ild.

13. Canton, British str., from Newchwang.

14. Taiwo, British str., from Hankow.

14. Hangchow, British str., from Ningpo.

14. Chungking, British str., from Tientsin.

14. Kiang-nan, Chinese str., from Hankow.

14. Lee-yen, Chinese str., from Taku.

14. Pao Hua, British str., from Hankow.

14. Swift, British str., from Yangtsze.

14. Chefoo, British str., from Newchwang.

14. Niton, German str., from Kuching.

14. Yenan Wo, British str., for Ningpo.

14. Kiang-nan, Chinese str., for Ningpo.

14. Leander, British ship, for Hongkong.

14. Peiping, British str., for Newchwang.

14. Hainan, Chinese str., for Newchwang.

14. Lessang, British str., for Newchwang.

14. Kiang-nan, British str., for Tientsin.

14. Leander, British str., for Ningpo.

14. Tokio Maru, Japanese str., for Japan.

14. Fuhun, Chinese str., for Hongkong.

14. Hainan, Chinese str., for Chefoo.

14. Ngankin, British str., for Newchwang.

14. Kiang-nan, Chinese str., for Ningpo.

14. Marin, British str., for Tientsin.

14. Sui, British str., for Hankow.

14. Pub Wo, British str., for Hankow.

14. Tamsui, British str., for Newchwang.

14. Holow, British str., for Chefoo.

14. Jacob, British str., for London.

14. Ing, German str., for Ningpo.

14. Ning, German steamer, for Nagasaki.

INTIMATIONS.

WINTER STOCK

OF

FELT HATS.

GENTLEMEN'S HOSIERY,

SHIRTS AND COLLARS,

GLOVES,

SCARVES AND TIES,

WINTER SUITINGS,

AND

OUTFITTING SUNDRIES

OF ALL KINDS.

LANE, CRAWFORD & CO.

HONGKONG, 17TH NOVEMBER, 1887.

KELLY & WALSH, LIMITED.

JUST RECEIVED

THE ATHOLE COLLECTION OF THE DANSE MUSIC OF SCOTLAND.

KELLY & WALSH, LTD.

HONGKONG, 20TH SEPTEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 22ND NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 24TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 26TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 28TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 30TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 32ND NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 34TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 36TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 38TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 40TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 42ND NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 44TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 46TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 48TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 50TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 52ND NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 54TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 56TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 58TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 60TH NOVEMBER, 1887.

KELLY & WALSH, LTD.

HONGKONG, 62ND NOVEMBER, 1887.

INTIMATIONS.

1887. NOW READY. 1887

THE CHRONICLE AND DIRECTORY

FOR 1887.

WITH WHICH IS INCORPORATED
THE CHINA DIRECTORY,
(TWENTY-FIFTH ANNUAL EDITION),
COMPLETE WITH A LIST OF TRADES, &c.,
ROYAL 8VO., PP. 1,156. . . . \$5.00.
SMALLER EDITION, 8VO. PP. 776. . . . \$3.00.THE CHRONICLE AND DIRECTORY
HAS BEEN THOROUGHLY REVISED AND BROUGHT UP
TO DATE, AND IS AGAIN MUCH INCREASED IN SIZE.

A. S. WATSON & CO. LIMITED.

ARE NOW SHEWING

NEW SEASONS'S
CHRISTMAS & NEW YEAR CARDS

INCLUDING SOME

CHROMOS OF SWISS AND HOME

SCENERY.

SUITABLE FOR FRAMING.

CHRISTMAS CONFECTIONERY

WILL BE OPENED OUT IN A FEW DAYS.

A. S. WATSON & CO. LTD.

HONGKONG DISPENSARY.

Hongkong, 15th September, 1887.

NOTICE TO CORRESPONDENTS.

ORDERS FOR EXTRA COPIES OF THE DAILY PRESS SHOULD BE SENT BEFORE 11 A.M. ON THE DAY OF PUBLICATION. AFTER THAT HOUR THE SUPPLY IS LIMITED.

TELEPHONE No. 12.

DEATH.
In France on the 21st November, 1887, the Rev. Gerasimus Dubour Paterian, Superior of the French Mission Societies, Pekinian.

[2384]

The Daily Press.

HONGKONG, NOVEMBER 24TH, 1887.

THE TERMS OF THE FINDING OF THE MARINE COURT OF INQUIRY, HELD ON THE 22ND INST., TO INVESTIGATE THE CIRCUMSTANCES ATTENDING THE BURNING OF THE STEAMER WASH YOUNG, WILL BE GENERALLY ENDORSED, THOUGH A GOOD DEAL OF SYMPATHY WILL BE FEELT FOR CAPTAIN WIRR. THE COMMAND OF THE VESSEL HE UNDERTOOK CERTAIN RESPONSIBILITIES, AND HAS BY HIS FORTUNE BECOME THE SCAGPOLE FOR THE SINS OF THE OWNERS. NO DOUBT CAPTAIN WIRR IMAGINED THAT HIS BUSINESS WAS TO NAVIGATE THE SHIP AND NOT TO COUNT OR DISPOSE OF THE NUMEROUS PASSENGERS SHE CARRIED. THE COMPRODATORS DID THAT, AND PROBABLY, AS THE CAPTAIN SUGGESTED, NO INTERFERENCE IN THAT MATTER ON HIS PART WOULD HAVE BEEN ALLOWED. BUT WHILE THE CONSEQUENCES HAVE FALLEN UPON THE SHOULDERS OF CAPTAIN WIRR, THE MORAL RESPONSIBILITY FOR THE CARRYING OF THE PASSENGERS IN THE HOLD WITH ITS ATTENDANT RISKS RESTS MAINLY UPON THE OWNERS OF THE VESSEL. IF THEY DID NOT KNOW THAT THE PASSENGERS WERE INCLINED TO PERIL IN TRAVELLING IN A KEROSINE-SATURATED PART OF THE VESSEL, AND A SALUTE WAS FIRED FROM THAT VESSEL WHEN HE LEFT, IT IS DIFFICULT TO BELIEVE THAT THEY WERE BLIND TO THE DANGER; RATHER, WE IMAGINE, LIKE MOST ORIENTALS, THEY LET THINGS TAKE THEIR CHANCE, IN THE FATALIST HOPE AND BELIEF THAT NO HARM WOULD RESULT. IT IS SIMPLY ASTONISHING TO WHAT PERILS THE AVERAGE CHINAMAN WILL EXPOSE HIMSELF AND OTHERS TO, WHETHER TO SAVE MONEY OR TROUBLE; THE "CAN DO" PRINCIPLE CARRIED INTO PRACTICE BY HIM TO AN EXTENT INCONCEIVABLE TO THE COMPARATIVELY CAREFUL AND PROUD WESTERN; indeed, IT TOO OFTEN GOVERN THE CHINAMAN'S WHOLE EXISTENCE. IT MAY BE QUESTIONED WHETHER, HAD THE PASSENGERS BEEN AWARE OF THE PERIL THEY RAN, THEY WOULD HAVE CONSENTED TO FOREGO THE LUXURY OF A SMOKER, PROBABLY RECKLESS AS THEY ARE IN THE USE OF LIGHTS. THE FEARFUL EXPLOSION AT AMOY WAS PROBABLY DUE TO SOME CARELESSNESS ON THE PART OF A COUPLE, CARELESS SELF-INDULGENCE IN PRESENCE OF DANGER IS NOT CONFUSED, HOWEVER, TO CHINAMAN. MANY AN EXPLOSION IN MINES IN ENGLAND HAS BEEN DUE TO THE OWNER'S DETERMINATION TO SMOKE AT ALL HAZARDS.

THE GOVERNMENT, WARNED BY THE FATE OF THE WASH YOUNG, WILL, WE TRUST, TAKE EFFECTIVE MEASURES TO PREVENT THE OCCURRENCE OF ANOTHER SIMILAR DISASTER. THE COURT OF INQUIRY EXPRESSES THE OPINION "THAT SOME RESTRICTIONS, IF NOT TOTAL PROHIBITION, SHOULD BE PLACED ON SHIPS HAVING MORE THAN TWELVE PASSENGERS FROM CARRYING KEROSINE OIL AND OTHER DANGEROUS GOODS." WE GOULD GO FURTHER AND SAY THAT NO PASSENGER STEAMER SHOULD CARRY KEROSINE OIL AS CARGO, IN ANY QUANTITY, OR, IF A WOODEN SHIP, USE IT FOR PURPOSES OF ILLUMINATION. THE OIL IS HIGHLY INFAMMABLE, AND LEAKAGE FROM IT SO COMMON THAT IT IS NOT SAFE TO CARRY IT IN ALL WHERE PASSENGERS ARE CROWDED TOGETHER, AS IS IMPOSSIBLE TO PREVENT THEM FROM SMOKING. BUT THERE IS ANOTHER POINT ON WHICH WE FEAR THE GOVERNMENT, EVEN UNDER THE EXISTING CIRCUMSTANCES, CANNOT ESCAPE RESPONSIBILITY IN CONNECTION WITH THIS sad DISASTER. THE NUMBER OF PASSENGERS THAT MAY BE CARRIED BY ANY PARTICULAR STEAMER IS FIXED BY HER LICENSE, AND THERE IS A PENALTY PROVIDED FOR "CARRYING PASSENGERS IN EXCESS OF THE NUMBER ALLOWED." IT IS AS MUCH THE DUTY OF THE GOVERNMENT TO ENFORCE COMPLIANCE WITH THE LAW IN THIS RESPECT AS IN ALL OTHERS. AT THE TIME OF THE JUBILEE CELEBRATION THERE WAS A GREAT RUSH OF PASSENGERS, AND IT WAS REPORTED AND GENERALLY BELIEVED THAT SOME AT ALL EVENTS OF THE RIVER STEAMERS WERE NOT PAYING MUCH ATTENTION TO THE CONDITIONS OF THEIR LICENSE AS TO THE NUMBER THEY MIGHT CARRY.

THE REPORT MUST HAVE REACHED THE EYES OF THE AUTHORITIES, YET WE HAVE NOT BEEN TOLD THAT ANY STEPS WERE TAKEN TO STOP THIS DANGEROUS INFRINGEMENT OF THE LAW. THE WASH YOUNG WAS CROWDED WITH PASSENGERS RETURNING TO CANADA FROM THE JUBILEE. HOW MANY WERE ON BOARD IS NOT KNOWN, BUT IT IS ESTIMATED TO HAVE BEEN ABOUT FIVE HUNDRED. AS SHE IS LICENSED TO CARRY FIVE HUNDRED AND NINETEEN, IF THE ESTIMATE IS CORRECT, SHE HAD NOT SO MANY ON BOARD AS SHE WAS ALLOWED BY LAW TO CARRY. IT APPEARS, HOWEVER, THAT SHE WAS CARRYING PASSENGERS IN A PART OF THE SHIP, THE AFTER-HOLD, NOT LICENSED FOR PASSENGERS. THE INFERENCE FROM THIS, IN THE ABSENCE OF ANY EXPLANATION, WOULD BE THAT PASSENGERS WERE CARRIED THERE BECAUSE THE PARTS OF

THE SHIP WHERE PASSENGERS MIGHT LEGALLY BE CARRIED WERE FULL, AND THAT THOSE IN THE HOLD WERE PASSENGERS IN EXCESS. AN EXPLANATION NEGATIVELY THIS IS GIVEN, NAMELY, THAT DURING THE COLD SEASON THE PASSENGERS ARE ALLOWED TO GO THEREINSTEAD OF TRAVELLING ON DECK. WE BELIEVE, HOWEVER, THERE WERE SOME PASSENGERS ON DECK, AND IT IS TO BE REGRETTED THAT IN THE COURSE OF THE INQUIRY AN ATTEMPT WAS NOT MADE TO ASCERTAIN MORE ACCURATELY THE TOTAL NUMBER ON BOARD BY EXAMINING THE WITNESSES AS TO THEIR ESTIMATES OF THE NUMBER CARRIED IN THE DIFFERENT PARTS—THE TWEEN DECK, THE SWINGING DECK, AND THE AFTER-HOLD.

Mr. Hastings addressed the court at some length on the legal aspects of the case, arguing that it was a criminal case for an interpleader, and that the defendant should be dismissed from the suit and should receive his costs out of the fund in court.

Mr. Willison argued that the case was not one for an interpleader order, that the defendant had received the money on deposit from his client, and that if he could show that there was no such thing as a loan between him and Captain O'Neill, the account of the disaster.

We were lying at anchor in the roads (Italo harbour) on the 15th inst. We were made fast by two anchors and had forty-five fathoms of chain on each anchor. At about 10.40 p.m., all hands being then in bed, the watchman reported a man coming right up to us. I immediately got up, went on deck, and ran to the starboard gangway.

I saw a steamer, about forty or fifty feet distant, coming straight stem on to our starboard. She bore down on us striking us about six feet forward of the main rigging and cutting our steamer through the plates with her stem. The water at once poured in over the deck. The doctor of the steamer, Dr. Young Ming, was taken up, and he was found to be a Chinaman who had been serving as a steward. He was lying on the deck, and the crew were gathered around him. I asked him what was the matter. He said he was sinking, and that he had been residing at the Sanitarium in the South of France. The Rev. Father was sixty years of age.

SAYETH THE NORTHERN TERRITORY TIMES.—A rather lamentable incident occurred when the Chinese Navigation Co.'s steamer *Changsha* was boarded by the medical officer on her arrival in Port Sydney. The doctor of the steamer, Dr. Young Ming, was taken up, and he was found to be a Chinaman who had been serving as a steward. He was lying on the deck, and the crew were gathered around him. I asked him what was the matter. He said he was sinking, and that he had been residing at the Sanitarium in the South of France. The Rev. Father was sixty years of age.SAYETH THE NORTHERN TERRITORY TIMES.—A rather lamentable incident occurred when the Chinese Navigation Co.'s steamer *Changsha* was boarded by the medical officer on her arrival in Port Sydney. The doctor of the steamer, Dr. Young Ming, was taken up, and he was found to be a Chinaman who had been serving as a steward. He was lying on the deck, and the crew were gathered around him. I asked him what was the matter. 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American Minister," he said, "had travelled night and day to be with us." Henry Irving then came forward and read a poem by Oliver Wendell Holmes, which was received with much enthusiasm. Mr. Irving addressed the audience, and said: "We have come forward with our spirit and energy, which were worthy of the Queen. His generous deeds were widely known and he was greatly respected. Mr. Irving concluded his address by presenting a memorial in name of his donor to the town.

Mr. Francis Cudliffe Owen made reference to Mr. Childs as a personal friend and a man whose generous nature and many fine qualities were well known throughout his country.

The bands played the "Queen's Anthem" and "Hail Columbia" and three cheers for the Queen, the President, and Minister Phelps and a round of acclamation for Mr. Childs concluded the out-door proceedings.

The guests and corporation were afterward given a banquet in the Town Hall, at which the Mayor presided. Minister Phelps responded to the toast of the Queen, given by Lord Derby.

He said it was always gratifying duty to reply to the toast invariably honoured so heartily by Englishmen. The kinships which everywhere surrounded the path of America's representatives was evidence of cordial friendship toward their brethren across the seas. In all that had been said regarding the mutual relations between England and America, no one had mentioned the word "friendship."

It was the distinction merit of the gift which his distinguished countryman had presented that it was in accord with all the prophecies and in union with everything that will help to cement the friendship of England to America.

The Chairman read a telegram from the Queen's private secretary saying: "Her Majesty is much gratified by your kind and loyal expression of sympathy in the handing over of the command of Mr. Childs to Stamford."

Mr. Walter, proprietor of the *Times*, proposed the health of Mr. Childs, whom he had known for twenty years. He referred to the successful career of Mr. Childs as that of a self-made man and spoke of the noble use to which he applied his fortune. Dr. McAuley responded.

After the banquet Messrs. Irving and others retired to London.

TELEGRAM, 18th October.

The Standard says editorially this morning: "All Englishmen will echo the friendly and just language of the American Minister, who was present, and of Russell Lowell, to whose letter we have referred. Indeed, any Englishman must be hopelessly singular who can think of himself as a foreigner in America. And he is equally singular who, with an anti-English who looks on England as other than his parent country. It is interesting to note that the exuding energies of all refined and thoughtful Americans to strengthen the intellectual and historical link that already unites the two people on the two sides of the ocean. Our brethren on the other side of the sea have produced a number of writers and two or three poets who, though all the world may recognize them, but they have not produced, and they now are likely to produce, a Shakespeare. Theirs the future may possibly be, but the past is unquestionably ours. They are welcome to share it with us, and we should be glad to have a share in their future."

PORTUGUESE REMAINS IN INDIA.

The now dead city of Goa was the centre of Portuguese rule in India, and its ruins are still there. Here, too, we conceive his artist by picturing "amid this scene of desolation, the old Portuguese days." It should be remembered that Portuguese occupation of India was essentially religious. "The Governor-General of India, who lived here, was supported by an immense salary. He had his rich retinues and vast household who lived in such splendour as none in Portugal besides the royal family. The nobles who resided here were at a loss what to do with their wives from the masses, and the congregations gathered for worship, and all the sacerdotal ritual of Romanism was conducted with a splendour and leisure quite in keeping with the hopes for the occupation, some day, of all India. The ladies, each with several attendants coming from the splendid home which surrounded Bassan on the water-front, were dressed in the most costly and sumptuous attire which the India of that day could supply. The music had lost none of its richness by coming the long distance from Portugal. It was cultivated on Indian soil as a special agency for winning the Hindus to the new faith from the West. Large place was given to the choir in the service here, and there was no haste to leave the sacred office until the last note had died away, and the organ had stopped playing all." Dr. Burtt says it is a curious question what has been the fate of the Portuguese descendants in India? "The conversion to Christianity was never fundamental and there is a much wider difference between the present race of Portuguese and the English Christians than between the native Indians and the Portuguese. The Portuguese in former times with names, and titles, and rank, and wealth, and education of feature and from dispossessed. The natives of faith and language remained. In the steamer by which I went from Colombo to Turquinha, on the mainland, just a trifle above Cape Comorin, and the centre of the pearl fishery, the whole deck was filled by these Portuguese Christians of to-day. I could not have discovered that they were Christians, but from the crucifix which hung from every neck, and from the crosses which hung from every finger. The matrons of the church, which was nearly enough, and could not have cost, now more than three or four rupees. They had all the vanities of the lower Hindu castes, and were ignorant in the extreme. Yet they were so-called Christians, and the direct offspring of the Portuguese missions planted by Francis Xavier around the Indian coast from Bassan in the north-west around to the Ganges, and then nearly up to Madras, on the Bay of Bengal." N. J. met Budget Oct. 1st.

DEATH OF THE SIKHS.

The Pioneer says: "Those who know the Sikhs best have seen, for some years past, that the militant spirit which was their distinguishing characteristic is slowly but surely dying out, and that at the same time there is a tendency among the rising generation not to follow the faith of their fathers. The younger men, now, in to a large extent, have given up the fierce and proud name of 'Sikh,' which has hitherto been the name formally inflicted in the mysteries of his religion; while the elders watch with folded hands the decadence of the race which bears such glorious traditions. The Sikhs are, after all, but a very small section of the vast population of India, but there is no race which has, in the past furnished so large a percentage of the soldiers of the Native Army, and which, in more recent years, seems to have passed into the ranks of the Native Army. This was due to the feeling that every Sikh was born to be a soldier; the bearing of arms was practically imposed upon him by the teaching of his priesthood, and the natural result was that the whole population looked to military service as their hereditary prerogative. When the power of the British Empire increased, and when the Sikhs became part of the Native Army, this was due to the fact that the Sikhs had remained independent, and would have borne arms. The severance with which they enlisted in the Company's service was a sign that their spirit had not been broken, and the splendid work they did during the Mutiny was yet another proof of this. Since those days the Native Army has recruited a large number of Sikhs, probably 10,000, and now seem to be entering the ranks into the ranks of the Native Army. 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TO BE LET.

TO LET,
FOR THE WINTER MONTHS.

A VERY DESIRABLE HOUSE on the PEAK—FURNISHED or UNFURNISHED—Containing 2 Large RECEPTION ROOMS, 3 Good BEDROOMS, DRESSING ROOM, &c. Possession on the 22nd instant. Apply by letter to

G. B. W.
Office of this Paper.
Hongkong, 17th November, 1887. [2283]

TO BE LET.

A FURNISHED HOUSE in thorough repair with TENNIS COURTS. Apply to

Mr. WILLMOTT,
Hongkong Dispensary.
Hongkong, 23rd November, 1887. [2280]

TO LET.

BAXTER'S HOUSE, WEST; BONHAM ROAD, 8 Rooms. Early Possession. Apply to

A. SETH.
Hongkong, 22nd November, 1887. [2289]

TO LET.

ROOMS IN "COLLEGE CHAMBERS." Apply to

DAVID'S ASSOON, SONS & CO.
Hongkong, 30th July, 1887. [42]

HONGKONG WHARF & GODOWNS. Goods received on STORAGE at Moderate Rates, in First-class Condition. STEAMER CARGOES discharged on favourable terms. All GODOWNS to LET. Apply to

MEYER & CO.
Hongkong, 2nd July, 1887. [1270]

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WITH IMMEDIATE POSSESSION. SUITE OF ROOMS fronting the Praya and Pedro's Street upon the Ground Floor of Building recently occupied by Messrs. MELCHERS & CO. These Premises well adapted for OFFICES or STORES.

ROOMS on FIRST and SECOND FLOORS of Marine House.

BUSINESS VILLA, POKFULUM. GODOWN at BOWINGTON. Apply to

SCHAFF & CO.
Batic Agents.
Marine House.
Hongkong, 17th October, 1887. [142]

TO LET.

ROOMS in CLUB CHAMBERS. Apply to

DOUGLAS LAPRAIK & CO.
Hongkong, 1st February, 1888. [43]

TO BE LET.

THE PREMISES 247/9 Queen's Road East. Apply to LINSTEAD & DAVIS. Hongkong, 21st October, 1887. [2023]

TO BE LET.

[POSSESSION EARLY IN NOVEMBER] THE Desirable RESIDENCE known as "STOWFORD," Bexham Road. Apply to

LINSTEAD & DAVIS.
Hongkong, 16th August, 1887. [1858]

WINTER TIME TABLE. THE KOWLOON FERRY. STEAM-LAUNCH "MORNING STAR."

Ron Dell's Ferry Boat between PEDDAR'S WEARS and Tsim-Tsui-Tau at the following hours.—This Table will take effect from the 17th October, 1887.

WEEK DAYS. SUNDAYS.

Leaves Leaves Leaves Leaves
Kowloon 7.30 A.M. 7.30 A.M. 7.30 A.M. 7.30 A.M.
6.00 " 6.30 " 6.00 " 6.30 "
6.30 " 6.00 " 6.30 " 6.00 "
6.00 " 6.30 " 6.00 " 6.30 "
6.30 " 6.00 " 6.30 " 6.00 "
12.45 P.M. 12.30 P.M. 12.45 P.M. 12.30 P.M.
1.30 " 2.00 " 1.30 " 2.00 "
1.30 " 2.00 " 1.30 " 2.00 "
4.15 " 4.30 " 4.15 " 4.30 "
4.30 " 4.50 " 4.30 " 4.50 "
4.30 " 4.50 " 4.30 " 4.50 "
5.00 " 5.20 " 5.00 " 5.20 "
5.00 " 5.20 " 5.00 " 5.20 "
5.30 " 5.50 " 5.30 " 5.50 "
5.30 " 5.50 " 5.30 " 5.50 "
7.00 " 7.00 " 7.00 " 7.00 "

* There will be no Launch on Monday and Friday on account of sealing.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [38]

THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S 5 YEAR DIVIDEND POLICY.

THIS Policy secures the insured the option of terminating his Insurance at the end of any 5 Year period, and reducing for his Policy a cash surrender value together with his share of accumulated surplus, apportioned as a dividend if due, or, the full amount of the Policy will be paid up, plus 5 per cent. added together with a Mortuary Dividend of 60 per cent. of all premiums received during the 5 Year period to which death may happen.

Prospects and full particulars may be had on application to

GIBB, LIVINGSTON & CO.
Acting Agents.
Hongkong, 13th January, 1887. [161]

GENERAL LIFE AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company and prepared to issue Policies of Insurance against FIRE and LIFE at Current Rates.

ARNHOLD, KARBERG & CO.
Hongkong, January, 1882. [168]

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DOUGLAS LAPRAIK & CO.
Agents.
Hongkong, 17th August, 1887. [1857]

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"Hongkong Daily Press" Office. [1882]

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The Daily Press Office.

INSURANCES.

NOTICE.

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NORTON & CO., Agents.

Hongkong, 16th July, 1887. [160]

THE MAN ON INSURANCE COMPANY LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.

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CHAN LI CHOI, Eng., T. Q. HOI CHUN, Eng.

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